



KingCounty

INTERNATIONAL AIRPORT/Boeing Field
FAR Part 150 Study

Newsletter

King County
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Airport/Boeing
Field
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Project Update

Over the past year, the focus of the KCIA/Boeing Field noise study has been to identify current and future noise levels and to provide information about the types of solutions that exist to reduce noise. In addition, a set of Sea-Tac/KCIA combined noise contours has been developed. Since the last newsletter, the Study Advisory Committee has met several times and airport staff participated in a round of community meetings to present what was learned and to gather ideas for solutions and priorities. The Study is now moving into its most crucial phase: the analysis and evaluation of alternatives to mitigate or reduce noise specific to King County International Airport/Boeing Field.

Preliminary Noise Reduction Alternatives

To reduce noise levels on and around the airport, the consultant team has identified an initial set of feasible alternatives for evaluation. In addition to alternatives required by federal regulation, the set includes alternatives contained in the County Work Plan and those suggested by citizens. With input from the Study Advisory Committee and members of the public, the preliminary alternatives listed below will be further refined and combined. Additional alternatives may also be suggested.

Access Restriction Based on Certificated Noise Levels: a restriction on all Stage 2 aircraft at the airport except exempt aircraft such as military, emergency, and government. This would require an additional study (Part 161).

Noise Study

In an effort to address noise impacts of the King County International Airport/Boeing Field, KCIA initiated a Federal Aviation Regulation Part 150 Noise and Land Use Compatibility Study in June 1999 to investigate potential solutions. Part of the Study includes evaluating specific elements identified in the Noise Reduction Work Plan adopted by the County Council in October 1998. The study will take about two years and, when complete, will identify specific actions to address airport noise.

November 2000

Complete or Partial Curfew: a nighttime restriction on Stage 2 operations. This, also, would require a Part 161 study.

Noise Barriers/Ground Run-Up Enclosure: construction of noise barriers along the perimeter of the airport and an enclosed facility for maintenance testing of engines on the ground.

Sound Insulation or Property Buy-Outs: sound attenuation (insulation) for noise sensitive uses that could include residences, schools, churches, and hospitals within the 65 and 60 DNL noise contours. The feasibility of land acquisition will also be evaluated.

Noise and Compliance Monitoring Program: programs that measure noise levels and compliance with noise abatement programs that are being developed at the airport. These may include noise monitoring and voluntary compliance with preferred flight procedures (Fly Quiet Program).

Noise Complaint/Citizen Liaison Program and Other Administrative Actions: continuation of the Noise Complaint Hotline system already in place at the airport.

Land Use Controls: consideration of aircraft noise levels, flight patterns, siting of noise sensitive facilities, and requirements for sound attenuation in new structures during development of land use plans or review of other development activities.